

## **TRANSPORTATION CONTROL MEASURES PER THE SOUTH COAST SIP**

### **Definition**

Transportation Control Measures (TCMs) are defined as strategies that adjust trip patterns or otherwise modify vehicle use in ways that reduce air pollutant emissions, and which are specifically identified and committed to in the most recently approved Air Quality Management Plan (AQMP)/ State Implementation plan (SIP). TCMs are included in the AQMP as part of the overall control strategy to demonstrate the region's ability to come into attainment with the National Ambient Air Quality Standards (NAAQS).

Historically, the majority of emission reductions from mobile sources have come from technological improvements in vehicle engines and fuel, which are stipulated by U.S. EPA and the California Air Resources Board. By law, and according to the EPA U.S. Transportation Conformity Rule, vehicle technology-based, fuel chemistry-based and fleet maintenance-based measures cannot be considered as TCMs for timely implementation purposes.

A definition of TCMs is provided in EPA's Transportation Conformity Rule - 40 CFR Parts 51 and 93:

Transportation control measure (TCM) is any measure that is specifically identified and committed to in the applicable implementation plan that is either one of the types listed in §108 of the CAA, or any other measure for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. Notwithstanding the above, vehicle technology-based, fuel-based, and maintenance-based measures which control the emissions from vehicles under fixed traffic conditions are not TCMs for the purposes of this subpart.

Clean Air Act (CAA) §108(f)(1)(A)<sup>1</sup> lists the following sixteen measures as illustrative of TCMs.

- i. Programs for improved use of public transit;
- ii. Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high occupancy vehicles;
- iii. Employer-based transportation management plans, including incentives;
- iv. Trip-reduction ordinances;
- v. Traffic flow improvement programs that achieve emission reductions;
- vi. Fringe and transportation corridor parking facilities, serving multiple occupancy vehicle programs or transit service;

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<sup>1</sup> See: <http://www.epa.gov/oar/caa/contents.html>

- vii. Programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration, particularly during periods of peak use;
- viii. Programs for the provision of all forms of high-occupancy, shared-ride services, such as the pooled use of vans;
- ix. Programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place;
- x. Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;
- xi. Programs to control extended idling of vehicles;
- xii. Programs to reduce motor vehicle emissions, consistent with Title II of the Clean Air Act, which are caused by extreme cold start conditions;
- xiii. Employer-sponsored programs to permit flexible work schedules;
- xiv. Programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single-occupant vehicle travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity;
- xv. Programs for new construction and major reconstruction of paths, tracks or areas solely for the use by pedestrian or other non-motorized means of transportation, when economically feasible and in the public interest; and
- xvi. Programs to encourage the voluntary removal from use and the marketplace of pre-1980 model year light duty vehicles and pre-1980 model light duty trucks.

In addition to the measures listed above, other measures may be considered as TCMs if they reduce emissions or concentrations of air pollutants from transportation sources by modifying vehicle use, changing traffic flow, or mitigating traffic congestion conditions. TCMs may be voluntary programs, incentive-based programs, regulatory programs, as well as market- or pricing-based programs.

Based on suggestions received from interagency consultation and discussions with transportation and air quality stakeholders via the Transportation Conformity Working Group (TCWG), SCAG formally refines the types of projects to be included as TCMs as appropriate during the AQMP/SIP and/or Regional Transportation Improvement Program (RTIP) and RTIP Guidelines development process. During the regular update cycle for each of the listed documents, SCAG, in coordination with the TCWG, will refine and revise TCM descriptions and definitions in order to clarify the general TCM process as well as resolve specific implementation issues. It is SCAG's aim to work with County Transportation Commissions (CTCs), air quality stakeholders, and any other interested parties, primarily through the TCWG, to facilitate the TCM process and implement TCMs appropriately.

## **Rollover and Substitution of TCM Projects**

Each time the biennial RTIP is updated by action of SCAG's Regional Council, the entire list of TCM projects in the AQMP/SIP will be updated, and the new and continuing projects identified in the fiscally constrained first two years of the new RTIP will be rolled over into

the AQMP/SIP. In the event that a specific TCM project is found to be non-implementable within the designated time frame, an appropriate TCM will be used as a substitute. In either case, the parties in the conformity rule interagency consultation process, established in the SCAG region as the TCWG, shall assess the suitability and implementability for the new TCM projects. Where a transportation control measure identified in the SIP is no longer implementable, SCAG may initiate the process described below in the section “Substitution of Individual TCM Projects” to identify and adopt a new control measures.

### **Rollover of TCM Projects (RTIP Update)**

Approximately every two years, as the RTIP is updated, additional TCMs will be added to the AQMP/SIP based on the new RTIP and the RTIP Guidelines. The “rollover” of TCMs will update the AQMP/SIP to include new projects in addition to ongoing projects from previous RTIPs. The TCMs “rolled over” will be monitored for adherence to the schedule established in the RTIP at the time a project is identified as a committed TCM. The identification of TCMs from the RTIP shall be agreed upon by both SCAG and the appropriate CTCs.

For tracking and monitoring purposes, SCAG prepares a timely implementation report with each RTIP. Once a TCM project or program is committed for implementation in the first two years of the RTIP, that project must be implemented by the completion date in the prevailing RTIP or timely implementation report. Completed projects (projects that have completed construction or have service in place) will be reported as complete and removed from the timely implementation report. The list of TCMs included in the AQMP/SIP does not include a timely implementation report.

The rollover process will apply to any RTIP that requires a full conformity analysis and finding. Generally, a new RTIP is required every two years in accordance with state and federal planning requirements. However, a new RTIP can be more frequent, for example a new RTIP is required within six months of the adoption of a new RTP. The described TCM rollover process shall apply in such cases as well.

### **Adoption Procedures for RTIP Rollover of TCM Projects**

The rollover of the RTIP must be adopted by SCAG’s Regional Council, in accordance with the RTIP adoption process, as described below.

- The Draft RTIP is reviewed by various SCAG Committees, Task Forces, and Working Groups, such as the standing Transportation and Communication Committee, and the Technical Advisory Committee;
- The Transportation Conformity Working Group (TCWG), which serves as the interagency consultation group, reviews the proposed TCMs and RTIP;
- Public notification is provided through major newspapers in the affected sub-regions as well as on SCAG’s website;

- Draft RTIP materials are distributed, with appropriate cover letters, to approved public libraries and facilities and also made available on SCAG's website for access by the public;
- Input received is compiled and analyzed, and responses to comments are provided by SCAG Staff, and made available to the public;
- A summary of comments received during the public comment period along with SCAG's responses, following the close of the public comment period, is incorporated into the final RTIP;
- The Final RTIP is adopted by SCAG's Regional Council;
- SCAG's adopted RTIP is submitted to the State for funding approval and to the federal agencies (FHWA, FTA and EPA) for final funding and conformity approval.
- Upon federal approval of the RTIP, the new TCMs become part of the applicable AQMP/SIP.

### **Substitution of Individual TCM Projects**

The CTCs and/or project sponsors shall notify SCAG when a TCM project cannot be delivered or will be significantly delayed. SCAG and the CTCs will identify and evaluate possible replacement measures for individual substitutions, through the TCWG, which includes members from all affected jurisdictions, federal, state and/or local air quality agencies and transportation agencies.

Substitution of individual TCMs will follow the process specified in the CAA §176(c). §176(c) of the CAA allows for the substitution of individual TCMs if certain conditions are met. These include:

- "(i) if the substitute measures achieve equivalent or greater emissions reductions than the control measure to be replaced, as demonstrated with an emissions impact analysis that is consistent with the current methodology used for evaluating the replaced control measure in the implementation plan;
- "(ii) if the substitute control measures are implemented-
  - "(I) in accordance with a schedule that is consistent with the schedule provided for control measures in the implementation plan; or
  - "(II) if the implementation plan date for implementation of the control measure to be replaced has passed, as soon as practicable after the implementation plan date but not later than the date on which emission reductions are necessary to achieve the purpose of the implementation plan;
- "(iii) if the substitute and additional control measures are accompanied with evidence of adequate personnel and funding and authority under State or local law to implement, monitor, and enforce the control measures;
- "(iv) if the substitute and additional control measures were developed through a collaborative process that included--

"(I) participation by representatives of all affected jurisdictions (including local air pollution control agencies, the State air pollution control agency, and State and local transportation agencies);  
"(II) consultation with the Administrator; and  
"(III) reasonable public notice and opportunity for comment; and  
"(v) if the metropolitan planning organization, State air pollution control agency, and the Administrator concur with the equivalency of the substitute or additional control measures."

In addition to the conditions above, the substitute project shall be in the same air basin and preferably be located in the same geographic area and preferably serve the same demographic subpopulation as the TCM being replaced.

A substitution does not require a new conformity determination or a formal SIP revision. Adoption of the new TCM in coordination with U.S. EPA concurrence will rescind the original TCM and apply the new measure.